ARIZONA EASTERN RAILROAD COMPANY

TIME TABLE

FOR THE

GLOBE DIVISION

79

To Take Effect Sunday, November 4, 1923, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN).

For the government and information of employees only, and not intended for the use of the public.

C. M. SCOTT,
Vice President and General Manager

MAX FIEDLER,
Superintendent

THE MANUFACTURING STATIONERS INC., PHOENIX, ARIZONA

GLOBE DIVISION

Eastward FROM GLOBE

	2d CLASS	1st CLASS						
	32	102	18			Time Table No. 79 November 4, 1923		
	FREIGHT	APACHE	PASSENGER	Station Number	Distance From Globe		Distance From Bowie	Siding Capacity in Cars
	Leave Tuesday Thursday Saturday	Leave Sunday Wednesday Friday	Leave Daily		Miles	STATIONS	Miles	
BKWFTP	10.00AM	8.20PM	8.45AM	G124	0.0	TOR GLOBE 2.28	123.71	Yard
P	10.15	8.30	s 8.55	G121	2.28	PINAL 5.75	121.43	24
WP	10.38	8.46	f 9.08	G116	8.03	CUTTER 3.94	115.68	167
P			f 9.15	G112	11.97	GILSON 1.79	111.74	No Siding
P	10.56	8.56	f 9.18	G110	13.76	REPPY 6.88	109.95	46
WP	11.20	9.08	s 9.31	G103	20.64	RICE 3.69	103.07	58
P	11.32	9.15	f 9.37	G 99	24.33	PERIDOT 6.75	99.38	14
WP	11.59AM	s 9.27	s 9.50	G 93	31.08	TO SAN CARLOS 6.68	92.63	76
P	12.20PM	9.40	f10.02	G 86	37.76	NACHES 7.00	85.95	66
P	12.40	9.53	f10.14	G 79	44.76	CALVA 6.66	78.95	62
P	1.00	10.05	s10.25	G 72	51.42	BYLAS 5.92	72.29	67
WFP	1.25	f10.17	s10.37	G 66	57.34	GERONIMO 4.88	66.37	73
P	1.42	10.26	s10.47	G 61	62.22	TO FT. THOMAS 4.49	61.49	127
	1.57		f10.56	G 57	66.71	ASHURST 1.78	57.00	3
P	2.03	10.37	f11.00	G 55	68.49	CORK 4.13	55.22	70
	2.19		f11.08	G 51	72.62	GLENBAR 2.19	51.09	7
P			f11.13	G 49	74.81	DUBLIN 1.16	48.90	73
YP	2.45	f10.51	s11.16	G 48	75.97	TO PIMA 2.44	47.74	61
			f11.21	G 45	78.41	CENTRAL 2.49	45.30	9
P	3.15	11.00	s11.26	G 43	80.90	TO THATCHER 3.12	42.81	62
WP	4.04	s11.08	s11.36	G 40	84.02	TO SAFFORD 2.14	39.69	120
			f	G 38	86.16	LONE STAR 2.79	37.55	7
P	4.29	11.18	s11.46	G 35	88.95	TO SOLOMON 7.45	34.76	65
P	4.54	11.31	f11.58AM	G 27	96.40	HAECKEL 7.50	27.31	46
WFP	5.24	11.46	f12.12PM	G 20	103.90	TO TANQUE 5.21	19.81	52
P		11.54PM	f12.26	G 15	109.11	ARKILL 5.02	14.60	20
P	6.04	12.04AM	f12.35	G 10	114.13	ESCALA 8.80	9.58	62
	6.29				122.93	A. E. YARD .78	.78	Yard
BKWYP	6.50PM	12.25AM	1.00PM	0	123.71	TOR BOWIE	0.0	Yard
	Arrive Tuesday Thursday Saturday	Arrive Monday Thursday Saturday	Arrive Daily					

Westward TOWARDS GLOBE

1st CLASS		2d CLASS		
19	101	31	TRAIN ORDER OFFICE HOURS	
PASSENGER	APACHE	FREIGHT		
Arrive Daily	Arrive Sunday Wednesday Friday	Arrive Monday Wednesday Friday		
7.00PM	7.40AM	7.20PM	24 Hrs.	
s 6.52	7.32	7.07		
f 6.35	7.17	6.45		
f 6.28				
f 6.24	7.07	6.07		
s 6.10	6.53	5.42		
f 6.03	6.47	5.22		
s 5.49	s 6.35	5.00	6.00 AM to 11.59 PM	
f 5.37	6.22	4.30		
f 5.25	6.11	4.10		
f 5.13	6.01	3.52		
s 5.02	f 5.51	3.37		
s 4.49	5.41	3.05	9 AM to 6 PM	
f 4.42		2.42		
f 4.39	5.29	2.37		
f 4.32		2.22		
f 4.28				
s 4.26	f 5.16	2.10	9 AM to 6 PM	
f 4.18				
s 4.13	5.08	1.30	9 AM to 6 PM	
s 4.04	s 5.02	12.50PM	9 AM to 5 PM 9.45PM to 5.45AM	
f				
s 3.49	4.52	11.46AM	9 AM to 6 PM	
f 3.36	4.40	11.06		
f 3.24	4.28	10.42	9 AM to 6 PM	
f 3.16	4.20			
f 3.07	4.12	10.02		
		9.35		
2.50PM	3.55AM	9.30AM	24 Hrs.	
Leave Daily	Leave Sunday Wednesday Friday	Leave Monday Wednesday Friday		

Westward trains are superior to trains of same class in opposite direction

GLOBE DIVISION

Eastward FROM MIAMI

	1st CLASS					Time Table No. 79 November 4, 1923		
	20	18						
	PASSENGER	PASSENGER	Station Number	Distance From Miami			Distance From Globe	Siding Capacity in Cars
	Leave Daily	Leave Daily		Miles		STATIONS	Miles	
WYP	7.55PM	8.05AM	G134	0.00	TOR	MIAMI 0.84	10.35	Yard
	f 7.57	f 8.07	G133	0.84		HILL ST. 0.82	9.51	No Siding
	f 7.59	f 8.09	G132	1.66		WARRIOR 1.27	8.69	16
	f 8.02	f 8.12	G131	2.93		KISER 1.58	7.42	5
	f 8.06	f 8.16	G130	4.51		BURCH 1.18	5.84	6
	f 8.10	f 8.20	G128	5.69		RADIUM 0.90	4.66	18
			G127	6.59		KINGDON 1.33	3.76	3
	f 8.16	f 8.26	G126	7.92		HAMM 1.15	2.43	8
	8.20	8.30	G125	9.07		U. G. CO. 0.35	1.28	8
			G125	9.42		LIBRARY 0.44	0.93	No Siding
	8.23	8.33	G124	9.86		DOMINION 0.49	0.49	No Siding
BKWFTP	8.25PM	8.35AM	G124	10.35	TOR	GLOBE	0.00	Yard
	Arrive Daily	Arrive Daily						

Westward TOWARDS MIAMI

1st CLASS		TRAIN ORDER OFFICE HOURS	
17	19		
PASSENGER	PASSENGER		
Arrive Daily	Arrive Daily		
7.50AM	7.40PM	8 AM to 5 PM	
f 7.48	f 7.38		
f 7.46	f 7.36		
f 7.43	f 7.33		
f 7.39	f 7.29		
f 7.35	f 7.25		
f 7.29	f 7.19		
7.25	7.15		
s	s		
7.22	7.12		
7.20AM	7.10PM	24 Hours	
Leave Daily	Leave Daily		

Westward trains are superior to trains of same class in opposite direction.
Westward trains must come to a full stop at Library, clear of public crossing, before proceeding.
Nos. 18 and 20 will leave Miami without clearance cards.

COCHISE BRANCH

Eastward FROM COCHISE

	2d CLASS				Time Table No. 79 November 4, 1923		
		42					
		MIXED					
		Leave Tuesday Thursday Saturday	Station Number	Distance From Cochise		Distance From Gleeson	Siding Capacity in Cars
				Miles	STATIONS	Miles	
BKFYP		2.45PM	0	0.0	TOR COCHISE 7.48	34.61	50
WP		f 3.00	C7	7.48	SERVOSS 8.39	27.13	25
YP		s 3.32	C16	15.87	TO PEARCE 5.68	18.74	100
		f 3.46	C22	21.55	MIDWAY 6.86	13.06	15
KWYP		s 4.00	C28	28.41	TOR KELTON 3.17	6.20	15
		f 4.15	C32	31.58	COURTLAND 3.03	3.03	25
YP		4.35PM	C35	34.61	R GLEESON	0.00	50
		Ar. Tues. Thurs., Sat.					

Westward TOWARDS COCHISE

2d CLASS		TRAIN ORDER OFFICE HOURS	
41			
MIXED			
Arrive Tuesday Thursday Saturday			
12.35PM		6 AM to 3 PM	
f12.12PM			
s11.55AM		9 AM to 6 PM	
f11.23			
s11.00		9 AM to 6 PM	
f10.35			
10.25AM			
Lv Tues. Thurs., Sat.			

Westward trains are superior to trains of same class in opposite direction.
No. 41 will leave Gleeson without clearance card.

RATING OF LOCOMOTIVES, IN M's OF 1000 LBS.

BACK OF TENDER

WESTWARD	39		173		560	571	668					
	40		174		561	572	669					
					565	573	670					
					577	574	672					
						576	673					
Bowie to San Carlos	3156		2336		3202	4223	4979					
San Carlos to Cutter	1763		1258		1776	2400	2794					
Cutter to Globe	763		483		753	1000	1226					
Globe to Miami	1178		804		1177	1594	2200					
Miami to Live Oak	455		244		437	500	742					
Globe to Amster	510		287		495	539	829					
Gleeson to Pearce	3702		2759		3761	4500	4500					
Pearce to Cochise	2627		1927		2660	3603	4149					
EASTWARD												
Live Oak to U. G. Co	1178		804		1175	1594	1875					
U. G. Co. to Globe	855		554		846	1161	1370					
Globe to Cutter	767		483		752	1000	1225					
Cutter to Tanque	2671		2046		2713	3663	4219					
Tanque to Bowie	2088		1510		2109	2500	3304					
Cochise to Servoss	3702		2759		3761	4500	4500					
Servoss to Pearce	2573		1883		2603	3500	4061					
Pearce to Kelton	4500		4500		4500	4500	4500					
Kelton to Gleeson	240		286		493	621	828					
Amster to Globe	4500		4500		4500	4500	4500					

Allowance for empty and underloaded cars: Less than 40 M's.....6
40 to 50 M's.....3
More than 50 M's.....0

Distance Globe to Amster, 5.72 miles.
Distance Miami to Live Oak, 2.31 miles.

COMPANY SURGEONS

Dr. Win Wylie, Chief Surgeon.....Phoenix, Arizona
Drs. Kennedy & Gunter, Division Surgeons.....Globe, Arizona
Dr. W. A. Holt, Consulting Surgeon.....Globe, Arizona
Dr. L. E. Wightman, Consulting Surgeon.....Globe, Arizona
Dr. Cyril M. Cron, Local Surgeon.....Miami, Arizona
Dr. Jno. E. Bacon, Consulting Surgeon.....Miami, Arizona
Dr. R. C. Dryden, Local Surgeon.....Pima, Arizona
Dr. J. Newton Stratton, Local Surgeon.....Safford, Arizona
Dr. J. B. Ellis, Local Surgeon.....Cochise, Arizona
Dr. C. H. Sawyer, Local Surgeon.....San Carlos, Arizona
Dr. F. W. Randall, Local Surgeon.....Pearce, Arizona
Dr. Wm. B. Gillispie, Local Surgeon.....Bowie, Arizona

CONTRACT HOSPITAL

Gila County.....Globe, Arizona

TRAINMASTER,
D. A. Sullivan.

DISPATCHERS,
A. D. Rosecrans.
L. D. Herrell.
L. M. Greenwood.
J. B. Woodward

SPEED TABLE

This table is for the information of Enginemen in determining speed per mile and must in no way conflict with rules governing speed of trains.

MILES PER HOUR	ONE MILE IN		MILES PER HOUR	ONE MILE IN		MILES PER HOUR	ONE MILE IN		MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds		Minutes	Seconds		Minutes	Seconds		Minutes	Seconds
6	10		21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6		23	2	36	33	1	49	43	1	23
12	5		24	2	30	34	1	45	44	1	21
15	4		25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3		30	2		40	1	30	50	1	12

TELEGRAPH CALLS TELEGRAPHONE CALLS

Bowie	BO	o o o o
Escala		o o o o o
Tanque	QN	o o o
Solomon	SN	——— ——— ——— o o o
Safford	D	o o ——— o
Thatcher	RH	——— ——— ——— ——— o
Pima	PA	o o ——— o o
Ft. Thomas	AS	——— o o o
Geronimo	GR	——— o ——— o
Calva		——— ——— o
San Carlos	CS	o o ———
Rice		o ——— o
Gilson		——— ——— o o
Cutter		——— ———
Globe: Globe Gen. Office	G	
Dispatcher	DS	———
Division Engineer		——— o
Frt. House		——— o ———
Kiser		——— ——— ——— ———
Miami	MA	o ———
Cochise	CH	——— o o ———
Pearce	X	——— o o
Kelton	KN	o o o ———
Gleeson		——— ——— ——— ——— ———

The emergency call to be used by trainmen will be a succession of short rings.
Telegraphone wire:
Between Miami and Globe—top wire.
Between Globe and Bowie—top cross arm, first wire from pole, left side when facing toward Bowie.
Between Cochise and Gleeson—top wire.

SPEED RESTRICTIONS

	Miles Per Hour Passenger	Freight
Maximum speed of trains, except as limited by special and yard restrictions, will be	50	30
Cochise Branch	30	30
Between Broad Street crossing and passenger station, Globe	6	6
Around curves protected by slow boards	25	12
Trains handling wrecker and pile driver	.....	20
Miami yard limits	15	10
Between Pinal and mile post 118	35	25
Between Pinal and Globe	35	25
City limits, Pima and Safford	15	10
Through all turnouts	10	10
Locomotives running light	25	25
Locomotives backing up	18	18
Locomotives without pony trucks	20	20

SPECIAL INSTRUCTIONS

WATCH INSPECTOR

James Cubitto, Globe.

1 In addition to the requirements of Rule 750, enginemen, trainmen and yardmen will sign their names on the face of each current bulletin.

REGISTERS

2 All trains will register at Globe, Miami, Bowie, Cochise, Kelton and Gleeson.

3 Through freight train doubling cutter to Globe will bring each cut to Globe.

TRAIN AND AIR INSPECTION

4 Passenger trains originating at points where car inspectors are not employed will make air brake test in the manner prescribed by Air Brake Rule No. 16 and will make the rear end brake test at intermediate or turning points, where the brake pipe has been separated, and at Pinal Summit, as prescribed by Air Brake Rule No. 17.

5 Freight or mixed trains originating at points where car inspectors are not employed will make air brake test in manner prescribed by Air Brake Rule No. 17 and will also make this same test at the following points: Pinal Summit, Cutter, Tanque, Kelton and Gleeson.

6 Retainers must be turned up on a sufficient number of cars to insure safety in descending grades either way from Pinal Summit, from Gleeson, and from Live Oak to Miami, and retainers and wheels looked after as per Air Brake Rule No. 54.

TRANSMITTING TRAIN ORDERS BY TELEPHONE

7 Rule Number 206 B will apply.

MISCELLANEOUS

8 **EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.**

9 West bound freight trains will not cut helper engines off at Pinal.

10 That proper inspection of running gear may be made by trainmen, in accordance with Rule No. 842 and permit of their boarding train, freight trains must not exceed a speed of eight miles per hour when entering or pulling out of siding or leaving station.

11 Flying switches will not be made over puzzle switches.

12 Cars must not be dropped or kicked onto a rip track or track leading to a roundhouse. When necessary to make a drop or get car in proper position to be placed on these tracks, the work should be done on other tracks and cars placed by engine where needed.

13 Trains must not cross E. P. & S. W. R. R. at Kelton until flagman has been sent to crossing to know that way is clear.

14 Westbound freight trains must not head into sidings of East Yard, Globe.

15 All switch and train crews will use back-up hose when delivering cars to O. D. Co., on their transfer. The conductor should handle back-up hose when on the train.

16 Trains Nos. 31 and 32 will carry passengers in case of emergency when authorized by the Superintendent.

17 In case of injury to persons, call the nearest Company Surgeon.

18 When necessary to call surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of the Company Surgeon.

LOCATION OF STRUCTURES NOT HAVING STANDARD CLEARANCE

19 Employes must not stand on top nor hang on side of cars while switching the following tracks in Globe Yards: River, Pocket, Two Coal Tracks, Coach Shed, Scale Track, No. 4, No. 6, No. 8, Solwico Spur and east end of house track by Arizona Wholesale Grocery Ware House.

20 YARDS AND YARD LIMIT BOARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS:

(A) **Bowie:**

WESTWARD—Extend to a point 2000 feet west of west switch.

(B) **Safford:**

EASTWARD—Extend to a point 3000 feet east of east switch to passing track.

WESTWARD—Extend to a point 3000 feet west of west switch to passing track.

(C) **Calva:**

EASTWARD—Extend to a point 3000 feet east of east switch to passing track.

WESTWARD—Extend to a point 7600 feet west of west switch to passing track, which is 1000 feet west of west switch to 80-mile gravel siding.

(D) **San Carlos:**

EASTWARD—Extend to a point 3000 feet east of east switch to house track.

WESTWARD—Extend to a point 2000 feet west of west switch to passing track.

(E) **Cutter:**

EASTWARD—Extend to a point 3000 feet east of east switch to passing track.

WESTWARD—Extend to a point 3000 feet west of west switch to passing track.

(F) **Globe:**

EASTWARD—Extend to a point 500 feet east of switch to helper spur east of Pinal.

WESTWARD—Extend to a point 500 feet west of west switch to UG Siding.

(G) **Miami:**

EASTWARD—Extend to a point 1000 feet east of east switch to Warrior Siding.

WESTWARD—Extend to end of track at Live Oak, including Inspiration switch to tunnel warehouse.

(H) **Cochise:**

EASTWARD—Extend to a point 2000 feet east of east wye switch.

ARIZONA EASTERN R. R. CO.
PHOENIX AND EASTERN R. R. CO.